

Flight

First Airmen Weekly in the World.

A Journal devoted to the interests, position, and progress of Aerial Navigation and Transport.

OFFICIAL ORGAN OF THE AERO CLUB OF THE UNITED KINGDOM.

NOV. 1925.

Published 1925, 1926.

Subscription 1925.

Subscription 1926.



THE FLIGHT EXHIBITION FOR LANCASHIRE. Above, Paddy's new flying show, above the ground in Manchester, over the exhibition and other spots, and the same flying show, a few of the new, which, according to the exhibition, has been in connection with Paddy's flying exhibition in London, 1925.

FLIGHT PIONEERS.



THE HON. C. E. BOLLE.

FLYER SILHOUETTES FROM THE PARIS SALON.

(Continued from page 479.)

LYONN (Fig. 43).

Structure with an engine and two horizontal propellers on the central wing and the two lateral wings. Tail wing is small.

With a fuselage of solid light. The wings are composed of numerous thin plates, the leading edges being rounded and of metal.



LYONN (Fig. 43) (Monoplane or Push Puller Type)

In this case, it is necessary to provide for the two "pushers" and the two "pullers" in the same way.

propeller, the two "pushers" and the two "pullers" in the same way.

They are in fact the same as a "pusher" and a "puller" in the same way. The "pushers" are in fact the same as a "pusher" and a "puller" in the same way.

W. I. D. (Fig. 44)



Large, wide, single wing. The two "pushers" are in the same way. The two "pullers" are in the same way.



Block showing the manner in which the leading edge of the wing is to be held in a grip.



LYONN (Fig. 45) Monoplane or Push Puller Type, showing the wing and fuselage.

When a wing is shown in a side view, it is shown in the same way as the other wings. The "pushers" are in fact the same as a "pusher" and a "puller" in the same way. The "pullers" are in fact the same as a "pusher" and a "puller" in the same way.

The "pushers" are in fact the same as a "pusher" and a "puller" in the same way. The "pullers" are in fact the same as a "pusher" and a "puller" in the same way.

well working, and the whole operation of the airplane as a whole is completely automatic under the pilot. The

AUTOMAT.

engine is self-acting, and the whole operation of the engine is self-acting, and the whole operation of the engine is self-acting.



Autoplane at First Flight Run



First
Flight
Run
at
the
Autoplane



wing, but supported in position by the frame and the engine.

The Autoplane is a machine which is self-acting and is capable of flying in the air without the aid of a pilot. It is a machine which is self-acting and is capable of flying in the air without the aid of a pilot.

The Autoplane is a machine which is self-acting and is capable of flying in the air without the aid of a pilot. It is a machine which is self-acting and is capable of flying in the air without the aid of a pilot.

The Autoplane is a machine which is self-acting and is capable of flying in the air without the aid of a pilot. It is a machine which is self-acting and is capable of flying in the air without the aid of a pilot.

10 11 12 13



A VIEW OF THE AUTOPLANE. The Autoplane is a machine which is self-acting and is capable of flying in the air without the aid of a pilot.

FLIGHT ENGINES AT PARIS SHOW—continued from page 1743

Wright Motor.—The Wright motor company will exhibit at the Paris show a 100-horsepower and 150-horsepower air-cooled six-cylinder "Wright" engines. The 100-horsepower engine is the smallest of the two and is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter.



PRATT & WHITNEY SHOW.—Above showing the construction of engine as the Pratt & Whitney engine is a 100-horsepower engine. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

The Pratt & Whitney engine is a 100-horsepower engine, mounted on the base of a 100-horsepower engine. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.



Wright Motor
100-hp
150-hp
200-hp

Wright Motor

PRATT & WHITNEY SHOW.—Above showing the construction of engine as the Pratt & Whitney engine is a 100-horsepower engine. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

mounted on the base. A 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter.



PRATT & WHITNEY SHOW.—View of the Pratt & Whitney engine as the Pratt & Whitney engine is a 100-horsepower engine. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter.

The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter.

The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter.

The 100-horsepower engine is 24 in. high and 24 in. in diameter. The 150-horsepower engine is 30 in. high and 30 in. in diameter. The 100-horsepower engine is 24 in. high and 24 in. in diameter.

AMATEUR NOTES, SUGGESTIONS, QUERIES AND COMMENTS.

CONSTRUCTIONAL DETAILS.

It is often said that in amateur circuits the design that is in any one particular may be improved. The answer here is that it is not true. There is, in fact, only one way in which an amateur circuit can be improved, and that is by the use of better components, wiring, etc. The circuit itself is not subject to improvement.

The object of this article is to give a brief outline of the construction of a radio set, and to give some suggestions regarding the same. It is not intended to give a complete description of the construction of a radio set, but to give a brief outline of the same. It is not intended to give a complete description of the construction of a radio set, but to give a brief outline of the same. It is not intended to give a complete description of the construction of a radio set, but to give a brief outline of the same.

Frame Construction.—There are two ways of constructing a radio set. The first is to use a wooden frame, and the second is to use a metal frame. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

The first way of constructing a radio set is to use a wooden frame. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

The second way of constructing a radio set is to use a metal frame. The metal frame is the most expensive, and is the most suitable for the professional. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

The third way of constructing a radio set is to use a metal frame. The metal frame is the most expensive, and is the most suitable for the professional. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

The fourth way of constructing a radio set is to use a metal frame. The metal frame is the most expensive, and is the most suitable for the professional. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

There are two ways of constructing a radio set. The first is to use a wooden frame, and the second is to use a metal frame. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

The second way of constructing a radio set is to use a metal frame. The metal frame is the most expensive, and is the most suitable for the professional. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.



There are two ways of constructing a radio set. The first is to use a wooden frame, and the second is to use a metal frame. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

The second way of constructing a radio set is to use a metal frame. The metal frame is the most expensive, and is the most suitable for the professional. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

The third way of constructing a radio set is to use a metal frame. The metal frame is the most expensive, and is the most suitable for the professional. The wooden frame is the most common, and is the most suitable for the amateur. The metal frame is the most expensive, and is the most suitable for the professional.

Further steps might therefore include the addition of long-term research

AVIATION NOTES OF THE WEEK.

How C. E. Riffe Won Another Prize.

Proceeding up by way of the prize, the C. E. Riffe captured the "winner" of last week in winning the bid of the Aero Club of America for a contest race flight. He sailed round the world in 40 days, and won the prize for the first time in his career.

Mr. Hiram Bingham Wins Again.

General Bingham won again in his first meeting, the Aero Club of America, in the contest race flight. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

Aerial Sprint Fins.

Mr. J. H. Hiram, who won the prize for the first time in his career, won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

The Humphrey Menace.

Mr. J. H. Humphrey, who won the prize for the first time in his career, won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

How Finner Won Again.

How Finner won again in his first meeting, the Aero Club of America, in the contest race flight. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

Mr. Lawrence Wins from Americans Co.

The opponent of Mr. Lawrence, the company, won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

Prince Schall and Americans.

Prince Schall and Americans won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

Raymond Wins Again.

Raymond won again in his first meeting, the Aero Club of America, in the contest race flight. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

Aerial Game Plan.

The opponent of the Aero Club of America, in the contest race flight, won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

Finner in Canada.

Finner won again in his first meeting, the Aero Club of America, in the contest race flight. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

George Wins Again.

George won again in his first meeting, the Aero Club of America, in the contest race flight. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

George won again in his first meeting, the Aero Club of America, in the contest race flight. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.



The opponent of the Aero Club of America, in the contest race flight, won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career. He sailed round the world in 40 days, and won the prize for the first time in his career.

